

[CGFR 65-50, 30 FR 16953, Dec. 30, 1965, as amended by CGFR 67-87, 32 FR 19181, Dec. 20, 1967; CGD 86-036, 57 FR 48325, Oct. 23, 1992; CGD 95-028, 62 FR 51204, Sept. 30, 1997]

§ 77.35-15 Stowage.

(a) The fireman's outfit, together with such other items of equipment as the master may deem necessary, shall be stowed in convenient, accessible locations for use in case of emergency. One outfit shall be stowed in or near the pilothouse. Where additional outfits are required by table 77.35-10(b), one of the additional outfits shall be stowed preferably adjacent to the main entrance to the machinery space. Other additional outfits shall be stowed in convenient accessible locations remote from the pilothouse.

(b) [Reserved]

§ 77.35-20 Spare charges.

(a) A complete recharge shall be carried for each self-contained breathing apparatus, and a complete set of spare batteries shall be carried for each flashlight. The spares shall be stowed in the same location as the equipment it is to reactivate.

(b) [Reserved]

§ 77.35-90 Vessels contracted for before November 23, 1992.

Vessels contracted for before November 23, 1992, must meet the following requirements:

(a) Each vessel must satisfy §§ 77.35-5 through 77.35-20 concerning the number of items and the method of stowage of equipment.

(b) Items of equipment previously approved, but not meeting the applicable specifications set forth in § 77.35-5, may continue in service as long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection; but each item in an installation or a replacement must meet all applicable specifications.

(c) After November 23, 1994, each respirator must either satisfy § 77.35-5(b) or be a self-contained compressed-air breathing apparatus previously approved by MSHA and NIOSH under part 160, subpart 160.011, of this chapter.

[CGD 86-036, 57 FR 48325, Oct. 23, 1992]

Subpart 77.40—Pilot Boarding Equipment

§ 77.40-1 Pilot boarding equipment.

(a) This section applies to each vessel that normally embarks or disembarks a pilot from a pilot boat or other vessel.

(b) Each vessel must have suitable pilot boarding equipment available for use on each side of the vessel. If a vessel has only one set of equipment, the equipment must be capable of being easily transferred to and rigged for use on either side of the vessel.

(c) Pilot boarding equipment must be capable of resting firmly against the vessel's side and be secured so that it is clear from overboard discharges.

(d) Each vessel must have lighting positioned to provide adequate illumination for the pilot boarding equipment and each point of access.

(e) Each vessel must have a point of access that has—

(1) A gateway in the rails or bulwark with adequate handholds; or

(2) Two handhold stanchions and a bulwark ladder that is securely attached to the bulwark rail and deck.

(f) The pilot boarding equipment required by paragraph (b) of this section must include at least one pilot ladder approved under subpart 163.003 of this chapter. Each pilot ladder must be of a single length and capable of extending from the point of access to the water's edge during each condition of loading and trim, with an adverse list of 15°.

(g) Whenever the distance from the water's edge to the point of access is more than 30 feet, access from a pilot ladder to the vessel must be by way of an accommodation ladder or equally safe and convenient means.

(h) Pilot hoists, if used, must be approved under subpart 163.002 of this chapter.

[CGD 79-032, 49 FR 25455, June 21, 1984]

PART 78—OPERATIONS

Subpart 78.01—Application

Sec.

78.01-1 General.

78.01-2 Incorporation by reference.